

Established February, 1845.

PRICE, \$2 PER MONTH

Shipping:

Steamers.

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW, AMOY & FOOCHEOW.

The Co.'s Steamship
Namoo,
Capt. GORDALE, will be
despatched for the above
Ports TO-MORROW, the 26th Instant, at
4 P.M.

For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers,
Hongkong, August 25, 1897. 1897

**THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.**

FOR MANILA VIA AMOY.


The Co.'s Steamship
Zafiro,
Captain CORBAN, will be
despatched for the above
Port on WEDNESDAY, the 26th Instant, at
4 P.M.

For Freight or Passage, apply to
Messrs. J. & A. Burns, Agents, 10, Cross Street.

SHAW & Co.,
General Managers.
 Hongkong, August 24, 1891. 1639

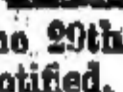
STEAM TO STRAITS & BOMBAY.
(Calling at COLOMBO if sufficient inducement offers.)

The P. & O. S. N. Co.'s
 Steamship



Captain I. M. WIENER,
R.N.R., will leave for the above places on
SATURDAY, the 29th Instant, at Noon.
E. I. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, August 18, 1891. 1616


SHIRE LINE OF STEAMERS.
FOR HAVEE, LONDON, HAMBURG
AND ANTWERP.
The Steamship

 Captain DAVIES, will be despatched as above on the 20th Instant, instead of as previously notified.

For Freight, apply to
DODWELL, CARROLL & Co.,
Agents.
Hongkong, August 24, 1891. 1547

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

The Steamship
 Glencliff,
Captain DREE, will be despatched as above on or about the 25th Instant.

This Steamship has superior Accommodation for Passengers, and carries a Dock and Stowage.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, August 17, 1891. 1000

FOR KOBE AND YOKOHAMA.
The Steamship
Colonet,
Captain CROFT, will be
despatched as above on
or about the 30th Instant.

For Freight or Passage, apply to
DODWELL, GARRILL & Co.,
Agents.

**EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY,
LIMITED.**
**FOR SYDNEY, MELBOURNE AND
ADELAIDE.**
*(Calling at PORT DARWIN & QUEENSLAND
LAND PORTS, and taking Coasting
Cargo to NEW ZEALAND,
TASMANIA, &c.)*
 The Steamship *Mamoiu*,
 Captain CRAIG, will sail

Ports on FRIDAY, the 4th Proximo,
4 p.m.

This well-known Steamer is especially
fitted for Passengers, and has large Cool
Chambers, thus ensuring a supply of Fresh
Meats, Milk, Ice, etc., throughout the
voyage.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, August 19, 1891. '66

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE

The Co.'s Steamship
Zuyuan,
Capt. D. N. ...

above on SATURDAY, the 9th. Provisions
The attention of Passengers is directed
to the Superior Accommodation offered
this Steamer. First-class Saloon and Cabin
are situated forward of the Engine
Second-class Passengers are berthed in
a Poop. A Refrigerating Chamber serves
the supply of Fresh Provisions during the
entire voyage. A duly qualified Surgeon
carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Hongkong, August 20, 1891. 16

Insurances.

**QUEEN FIRE INSURANCE COM-
PANY.**

THE Undersigned, AGENTS for the above
Company, are prepared to ACCE-


640 Hongkong, July 15, 1887. 13

MEMOS. FOR TO-MORROW

Shipping.

7 o'een.—*Namoa* leaves for Coast Ports.
Noon.—French Mail leaves for Ports of
Call and Europe.
2 p.m.—*Sydney* leave for Shanghai, &c.
4 p.m.—*Zafiro* leaves for Manila, &c.

WINES AND SPIRITS.



BY APPOINTMENT.
A. S. WATSON & CO.,
LIMITED.
(ESTABLISHED A.D. 1841.)

HONGKONG.

WE invite attention to the following old and lauded Brands, all of which are of excellent quality and good value for the money.

The same being especially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial Letter for quality desired.

Orders through Local Post or by Telegram receive prompt attention.

<div> <div> POETS. (<i>For Invalids and general use.</i>) </div> <div> <i>Per doz.</i> </div> <div> <i>Case. Per Bot.</i> </div> </div>		
A	Alto Douro, good quality, Green Capsule . . .	\$10 \$1.00
B	Vintage, superior quality, Red Capsule . . .	12 1.10
C	Fine Old Vintage, superior quality, Black Seal Cap- sule . . .	14 1.25
D	Very Fine Old Vintage, extra superior, Violet Cap- sule (<i>Old Bottled</i>) . . .	18 1.50
SHERRIES.		
A	Delicate Pale Dry, dinner wine, Green Capsule . . .	6 0.40
B	Superior Pale Dry, dinner wine, Green Capsule . . .	7 0.50

6	Manzanilla, Palo Natural	7.50	0.75
	Sherry, White Capsule	10	1.00
CG	Superior Old Dry, Red Seal	10	1.00
	Natural Sherry, Red Seal Capsule	10	1.00
D	Very Superior Old Palo Dry, Thotien or Wine, White Seal Capsule	12	1.10
E	Extra Superior Old Palo Dry, very finest quality, Black Seal Capsule (Old Bottled)	14	1.25
	Per Case.	Per Cass.	
	1 doz.	3 doz.	
	Quarta.	Pinta.	
CLARETS.			
A	Superior Breakfast Claret, Red Capsule	\$4	\$4.50
B	St. Estephe, Red Capsule	4.50	5.00
C	St. Julien	7	7.50
D	La Rose	11	12.00
	Per doz.	Cass. Per Bot.	
GRANDY.			
A	Hennessey's Old Pale, Red		

Capasulo	\$12	\$1.10
B Superior Very Old Cognac, Red Capsulo	14	1.25
C Very Old Liqueur Cognac, Red Capsulo	18	1.50
D Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsulo	24	2.00
SCOTCH WHISKY.		
A Thorne's Blend, White Capsulo	8	0.75
B Watson's Glenorchy Mel- low Blend, Blue Capsulo, with Name and Trade		

O	Watson's A Belour-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D	Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Cap- sule	8	0.75
E	Watson's Very Old Liqueur Scotch Whisky, Gold Cap- sule	10	1.00

BIRN WHISKY.	12	1.00
A John Jameson's Old, Green Capsule	8	0.75
B John Jameson's Fine Old, Green Capsule	10	1.00
C John Jameson's Very Fine Old, Green Capsule	12	1.10
GENTLE BOTTOM WHISKY, fine old, Red Capsule, with Name	10	1.00
GIN.		
A Fine Old Tom, White Capsule	4.50	0.40
B Fine Unsweetened, White Capsule	4.50	0.40
C Fine A. V. H. Geneva	2.50	0.60
SCOTCH.		
Finest Old Jamaica, Violet Capsule	12	1.00
Good Leeward Island	\$1.50	per Gallon.
LIQUEURS.		
Benedictine	Maraschino	
Curaçao	Bearing's Cherry Cordial	
Chartreuse	Dr. Sigg's Angustura	
	Bitters, &c.	

BIRTH.

On Monday, 28th August, the Wife of
 Rev. J. A. TURNER, of the Daughter, at the
 Mans. Kennedy Road.

DEATHS.
On the 21st July, at 12, Inverness-terrace, London, OLARA, widow of the late Sir John Smale, Chief Justice of Hongkong, and daughter of Halsey Janson, Esq., of Stamford-hill, in her 76th year.
At the General Hospital, Shanghai, on the 16th August, JOHN ROSS WHYTE, late Officer, s.s. *Ichang*, aged 35 years.
At Shanghai, on the 19th August, HENRY PULLEN, aged 45 years.
At Shanghai, on the 21st inst., JOSEPH VALLET, a native of Mauritius.
At Shanghai, GEORGE LEWIS, a native of

The publication of this issue commenced
at 7.30 p.m.

The China Mail.

HONGKONG, TUESDAY, AUGUST 25, 1891.

The directors of the Hongkong and Shanghai Bank had not a brilliant report to lay before the shareholders at the last half-yearly meeting. They had to tell of great serious instead of the great gains which made the February report so acceptable. The shareholders accepted the bad report as they did the good with little or no comment, being evidently satisfied that the staff and the directors had done their best.

We could wish that Hongkong shareholders were a little less docile and had the courage to criticise more than they do the work of the men into whose hands they have entrusted the management of their money. The result of this is that

the same result occurred from the share subscription. The large sums borrowed swelled the interest due to the Bank, but after the extra profits were neutralised by the failure of several borrowers, The losses were perhaps unavoidable. The Bank has suffered from the inflation; and as the inevitable depression that followed and the long violent fluctuations take place, it cannot expect to escape losses any more than its neighbours. The shareholders seem to have taken this philosophical view of the subject, and in the main perhaps they are right, although it may be regretted that no note of warning was sounded by them in the days of inflation.

But, although persuaded that the directors as a body had done their best under difficult circumstances, there was a feeling of distrust on the part of many in regard to the Chairman. Rumours were circulated that he had profited by the special information he obtained in virtue of his position to speculate in the stock or to assist a well-known manipulator with whom he was friendly. One of the shareholders gave voice to these rumours at the meeting, and the Chairman flatly declared them unfounded. It is well that publicity was given to the rumours in order that the con-

Chairman might be elected, for to allow the Chairman of such an institution as the Hongkong and Shanghai Bank to remain under such a suspicion would not only prejudice the reputation of the individual himself but would injure the Bank. The accusation was of the vaguest character. Nothing was said of the nature of the speculation or when it took place. Without having a shadow of definite proof to the contrary the public are bound to accept Mr. Moses's denial. We cannot shut our eyes, however, to the fact that an uneasy feeling still remains; and this feeling is generally given vent to by the expression of the opinion that the rotation system should be abolished. Now, there is a great deal to be said in favour of this system of electing Chairmen. This

preparing to elect a Chairman. Philosophically it is the most popular, the most democratic. It prevents any one director from obtaining such a commanding position as might tempt him to make the Bank a personal instrument. If, moreover, care is taken to elect only such directors as are capable of assuming when their turn comes the duties of the chairmanship, the system will likely prove as good in practice as it is in theory. But here is the rub. Evidently many think that ten directors capable of becoming Chairman cannot be found among the shareholders of the Bank, and they wish to guard against the chance of the chairmanship falling into weak hands. A question like this cannot be decided on principle. It is purely one of men. We would faintly believe that it is not impossible to get ten good men and true—men capable of resisting all temptation to utilize information for their own or their friends' advantage; and if there is anything wrong at present—

which has not been proved—it would be well before changing the system of electing the Chairman to see if a change in the directorate would not produce more good. If it is proved the present system of rotation is *per se* productive of bad results, the difficult question arises, where is a better system to be found. If the directors had to elect a Chairman, the probability is, unless there was some commanding person on the Board, they would to avoid ill-feeling drift back to the rotation system. Then there is the further question, how long should the period of chairmanship extend. The greatest divergence exists in the practice of banks, the period extending from a month to three years. If there is a strong opinion in favour of election, perhaps, the best plan would be to make the term three years, and allow the Chairman to be elected by the shareholders, the directors having the power to nominate. But, as we have said, the essential thing is to have good directors. If they are good, the system of electing a Chairman is of little moment.

THE REBELLION IN CHILI

LONDON, 22nd AG.

Ten thousand insurgents have landed near Valparaiso and attacked President Balmaceda's forces. A decisive battle is imminent.

(From Singapore Papers.)

CONTINENTAL CORN MARKETS.

LONDON, AG. 16.—The corn-markets on the Continent are greatly excited consequent on the abnormal rise in the price of rye which is now dearer than wheat.

ARMY MEDICAL RANK.

LONDON, AG. 17.—A Royal Warrant has been issued relative to medical rank in the Army.

SOCIALIST CONGRESS.

The international socialist congress has been opened at Brussels and the members have resolved to exclude the Anarchist delegates from taking part in the proceedings.

LOCAL AND GENERAL.

PASSED STEEL CANAL.

OUTWARD BOUND.—Drot, July 30; Glaucon, Moldava, 27; Hancock, Jordan, 21; Armenia, 24; China, 28; Derdane, Gledhion, 31; Hector, Aug. 4; Eugene, 7; Cyclops, Electra, Darmstadt, 11; Shanghai, 14; Saghalien, Telamon, 18.

HOMEWARD BOUND.—Sarpodon, July 31; Abyssinia, Peking, Electra, Aug. 7; Priam, Attowoner, 11; Iphigenia, Benbari, 14; Demosue, Glenlydie, 18.

The Canadian Pacific Railway Company's steamer Parthia left Vancouver for Yokohama, Shanghai and Hongkong, on Aug. 2 th.

The S. *Japan*, from Calcutta, left Singapore for this port on the 19th inst., and may be expected here on or about the 26th inst.

The D. D. R. s. *Cecuna* left Singapore on 20th instants, and may be expected here on or about 26th inst.

The S. *K. Colonist*, from Aatwerp, left Singapore on the 22nd inst., and may be expected here on or about the 29th instants.

The China Shippers M. Co.'s s. *Myagun*, from London and Liverpool, left Singapore for this port on the 25th inst., and may be expected here on or about the 30th inst.

The Glen Line steamship *Glenflynn*, from London, left Singapore on 24th inst., and may be expected here on or about the 30th inst.

The P. & O. steamer *Shanghai* left Aatwerp for this port on the 25th inst., and may be expected here on or about the 30th inst.

The delivery of the French mail was begun at 4.30 p.m.

Messrs Jardine, Matheson & Co. inform us that the *s. Glenfalloch*, from London for this port, left Singapore yesterday.

Mr. Was fined a woman \$100 to-day for keeping an unregistered brothel at Ya-nai-ti. She had been twice previously convicted.

Messrs Arnhold, Karberg & Co. inform us that the C. S. M. Co.'s steamer *Moyune*, from London and Liverpool, left Singapore for this port on the 35th instant, and may be expected here on or about the 30th inst.

Chinese vessels at 11.30 a.m. to-day.
"There is a depression in the China Sea. The barometer is falling upon the China Coast and rising over the southern part of the China Sea. Gradients moderate for N. winds."

—

We hear on enquiry that a telegram has been received from the General Agents, Messrs J. Whitall & Co., of London, stating there is no foundation for the mischievous rumours about the *Imvur* since which have appeared in the San Francisco papers. They appear to have had their origin in a very doubtful quarter, and their object seems to have been to deprive shippers of particulars may be expected by letter.

Messrs M. Silas Sassoon and Co. were charged before Mr Wise, at the Police Court to-day, with placing bales of goods on the footway at Loc Houe Kuan to the obstruction of passengers. Police Constable Baker said he saw 54 large bales of goods belonging to the defendants.

Mr Ho Amel had forwarded to us the Chinese petition against the Sunday Bill, with correspondence thereunto. The petition is old and there is very little new in the correspondence. Mr Ho Amel asked for an interview, but the Administrator very properly declined to re-open a question which had been settled by the passage of the Bill and the approval of the Queen. The Chinese opposition was 'worked up' by interested foreigners and is of very little moment.

The Chinese Mail received a telegram from Shantung late last night reporting the death of Chang Yao, the Governor of Shantung. Chang Yao was a progressive man and was looked upon as the 'coming man'. His early and unexpected death cannot but prove a serious loss to the Government and to the progressive party. We learn from Northern papers that the late Governor suffered from a dangerous carbuncle and that Dr Irwin was sent by Viceroy Li Hung Chang to visit him.—Another telegram from Peking published by the same journal this morning reports the promotion to 'Imperial Reader of the Hanlin College' of Tsui Kwok An, at present Chinese Mi-

[No. 8917.—AUGUST 25, 1891

A STRAMER ASHORE.—GREAT LOSS OF PROPERTY.—THE CONCRESSION INUNDATED.
On the 18th inst., Kobe was visited with a storm the violence of which is without parallel since 1873. All the morning the

hama, but, warned by the increasing violence of the wind and the falling of the mercury, her captain wisely returned to safe anchorage. At three o'clock the

One Naval Yard and took a safer position farther to the eastward, while the *Tokio* steamed out from the pier and dropped her anchors beyond the sailing ships in the man-of-war anchorage, the *Empress of*

At eight o'clock the storm was raging with tremendous violence and the sea pouring in volumes over the Bund. At 9 o'clock to 9.30 it was probably at its worst, rivers of water inundated the Concessions, and a perfect sea got up on the promenade, while the breakers struck the Higgs Hotel with a heavy thud, finally breaking through

the wall and flooding the lower rooms. Around at the back in front of the *Biogo* News office sampans, baulks of timber, and the chairs from the Bund floated in confusion. Nickel's steam launch was thrown bodily over the sea wall, while the *Helen Rickmers* broke from her moorings, and drove up high and dry near the Custom House Chamber. She is not much damaged, but it

The Bund presents a scene of indescribable confusion, the sea wall being totally demolished, and blocks of granite and big pieces of timber lying scattered about, mingled with chests of tea and remnants of junks. Twelve lighters containing coal belonging to Messrs. Browns and Company were broken to bits, while in the Cambrian

other in frightful wrecks. One junk came ashore over the native baid just below the hotel, the crew of five being rescued and taken into the Higo Hotel. The bathhouse of the K. A. & A. O. was washed through, but Mr Sim had foreseen a heavy rain sea and had taken the boats far away at the back, where they were safe; the bathing stage is demolished, and the boxes scattered into matchwood. At the Ono

and some of the torpedo-boats very badly damaged, two of them being crunched together. The officials politely but obstinately decline to afford us any information. The mail pier is ripped up, but none of the pilots were started. —*Hicago News.*

The *Helena Rickmers*, which was driven up high and dry, is a steamer of 2,007 tons. She had two anchors down, and steam up at the time, but had no cargo on board. The *Keennun* rode through the storm all right with two anchors down. The *Hicago News* says:—The Custom House authorities have notified the captain of the *Helena Rickmers* that he must immediately remove his vessel

as, if it causes an obstruction to the train of the canal, the vessel may be removed. The vessel can be removed.

NEWS THE FRENCH MAIL

INTERVIEW WITH MR LIDDESDALE—
REASSURING STATEMENT.

London, August 10th.—The *New York Herald* publishes an account of an interview with Mr Liddesdale, Governor of the Bank of England, who is reported to have declared that the rumours of a coming financial panic are unfounded. The losses sustained in the Argentine Republic were but trifling, and the Government of that country had been taught a severe lesson, but the English Banks and speculators, he said, had been taught a severe lesson, but the losses would be paid, leaving the losses poorer but solvent.

Berlin, 31st August.—The health of the Emperor William is causing anxiety. It is rumored that the accident His Majesty met with by falling on the deck of his yacht while cruising in Norway, was due to a slip.

The Emperor has remained on board of the vessel ever since. The Empress reached Kiel to-day, and immediately went on board the Royal yacht.

It is further stated that the Emperor's illness is greater than is generally supposed. William is in ill-health. It is asserted that the injury to the knee from which His Majesty is suffering only requires a little rest and nothing more.

ACCIDENTAL DEATH IN MAHONLAND.—The *Times*, 29th August, 1893.—The *Times* correspondent writes:—"The village of Zimbarwe ruins recently discovered in Mashoonland, reports that he has found numerous Phallic altars and emblems, and Persian pottery."

THE FAMINE IN RUSSIA.
St. Petersburg, August 9th.—The distress in Russia, caused by the failure of the crops, and the consequent famine, which appears to be inevitable. In many parts of the country, the peasants are reduced to the necessity of eating boiled grass.
St. Petersburg, August 10th.—It is announced that it is not intended to place total prohibition on the export of cereals, but the home distress must be supplied before any is exported.
St. Petersburg, August 11th.—An imperial Ukase has been issued forbidding the export of rye, rye-malt, and all descriptions of bean, while extensive measures have been authorized by the Government for the relief of the famine-stricken districts.
THE FIGHT OF CONNAUGHT AND THE FIVE BOMBAY LANCERS.
London, August 12th.—The appointment of the Duke of Connaught as Colonel of the Fifth Bombay Cavalry, and the County Cricket at Somerset.
In the match between Surrey and

OPENING OF THE CONGRESS OF AYODHYA.
London, August 11th.—The International Congress of the East, which was opened yesterday in St. James' Hall by the Prince of Wales. Upwards of two thousand persons were present at the opening ceremony, including many leading statesmen and members of the British and Indian Governments. The Prince, in his speech on the occasion, said that the object of the Congress was to teach the people how to live and serve healthy homes in factories and towns, and to prevent disease.

FINAL SENTENCES ON THE MANIPUR-POINTE DUELLISTS.
AND OTHERS.
Allahabad, August 10th. 5 p.m.—A sentence of death on the Tokendraj brothers, and a sentence of imprisonment on the Secretary of State, his offence being rebellion; and a sentence of murder. Raghubar and Agas Sinha are held guilty of rebellion and sentenced to penal servitude for life for forfeiture of property. The Tongal-General's sentence of death is confirmed, and the executioners and other subordinate offenders are ordered to be transported during Her Majesty's pleasure.

